Det. Bel Isle & Windsor Ferry Co 63

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. XI. NO. 15. CLEVELAND, O., APRIL 18, 1889. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

## AROUND THE LAKES.

CLEVELAND, OHIO.

Captain H. Cummings has assumed command of the schooner Camden.

Captain Henry Brock has been appointed master of the steambarge W. P. Thew.

Captain Henry Brock has been re-appointed master of the steambarge W. P. Thew.

J. C. Gilchrist purchased the schooner Conrad Reid of Lorain parties, price not named.

The Globe Iron works company are repairing engines for about thirty steamboats, and all departments are full of work.

We trust that all of our patrons will remember that the MARINE RECORD has been removed to 181 Detroit street, near the corner of Pearl.

Mr. J. Geist, who lives on 23rd avenue, an old sailor man, and who has been sick a number of weeks, will probably soon pass to the bright and shining shore.

Mr. A. S. DeVrees, 13 South Water street, whose advertisement appears on another page, is fitting out the Northern steamship line in the way of artistic painting, lettering, etc.

The steamer Bessemer, which started out yesterday afternoon, broke her stern post and had to return to port and employ a diver to make repairs. She got away this morning in good shape.

Our thanks are due to Thomas McGregor, of the Central boiler works, Detroit, for a handsomely framed photograph of two large Scotch type boilers, recently furnished to the steamers Justice Field and Charles Hebard.

Appointments to the fleet of Mr. R. K. Winslow are as follows: Steamers, Wocoken, Captain Wright; Egyptian, Captain F. A Graves; Cormorant, Captain Goldsmith; schooners, Pelican, Captain Donahue; Winslow, Captain Roberts.

The Globe Iron works company are speedily finishing the Northern Queen and Northern Wave, so that they will be able to sail on Saturday. The North Star will steam out of port about the middle of next week, and the Northern Light about a week later.

Captain Burns, of the schooner Henry A. Kent, says that with the Standard self-detaching hook he has lowered his yawl when going at the rate of seven or eight miles an hour without a man in her, and hook detaches every time; that he could not be without them.

George Norris, fireman on the City of Cleveland, fell into the crank pit shaft and had his throat and neck severely cut. The ambulance was called and he was taken to the Lake View hospital, where he is receiving the best of care. He will doubtless recover in a few weeks.

The thanks of this office are due to Messrs. Peter Wright & Sons, general agents of the Red Star line of steamships, New York, for a parcel of new and prettily designed blotting pads. The Red Star line of passenger steamers sail between Antwerp and New York, and Antwerp and Philadelphia. The several agencies are situated in Chicago, Ill., Milwaukee, Wis., and Philadelphia, Pa., with the general office at 6 Bowling Green, New York.

Cleveland coal shippers are emphatic in declaring that they could secure tonnage without trouble for blocks of 50,000 tons of coal for the head of Lake Superior at 45 cents to October 1st, or 50 cents for the whole season. But the impression prevails among owners that the shippers are somewhat exuberant regarding low freights. It will soon be discovered that these things cannot be.

At the Cleveland drydock since our last report the V. Swain was calked and searched up, the Bessimer received some new plank and calking, J. H. Devereux had stern bearing fixed; George T. Hope some plank, deck plank and calking; the Brunette was planked and searched up; the S. T. Everette and Charlemagne Tower both received new wheels; and the Queen of the West got out of dock yesterday with a new Globe wheel, which replaced a Trout wheel.

The Iron Trade Review, Cleveland Ohio, is out in a new typographical dress, and an improvement in the general make up. We desire to congratulate the publishers of this reliable and first-class paper on their vim and energy in endeavoring to improve an already successful and widely read publication. By discarding the cover the excellent reading matter contained in each issue of the paper is more readily taken uboard. We wish the Iron Trade Review the well merited success it so richly deserves, and while its colors are nailed to the mast may Yankee slants waft it along to the El Dorado of journalism.

The appointments to Bradley's fleet are as follows, as regards masters: The new boat, James Stone; Gladstone, Henry Stone; Maurice B. Grover, J. A. Holmes; Henry Chisholm, F. H. Rea; City of Cleveland, James Lawless; R. P. Ranney, Albert Greenley; J. S. Fay, C. Moran; Superior, Joseph Moffatt; S. E. Shelden, Thomas Jones; John Martin, Captain Nelson; D. P. Rhodes, Captain Green; Negaunee, Captain Gould; Fayette Brown, Captain Saveland; S. H. Kimball, Captain Howell; D. Wagstaff, Captain Simpson; Alva Bradlay, Captain Wysoon. Captain W. R Williams has been appointed master of the schooner Joseph Paige.

Following are the appointments made by Captain Thomas Wilson for the Wilson Transit line, and we may say that they constitue as fine a corps of officers as ever sailed out of any port on mighty steamers: Steamers, Spokane, Captain B. H. Jones, M. McEune engineer; Kasota, Captain D. McFarlane, C. M. Stoddard engineer; Wallula, Captain D. W. Dawley, Silas Hunter engineer; Yakima, Captain W. Carlisle, James Twohing engineer; Missoula, Captain A. White W. F. Gregory engineer; Sitka, Captain Ed. Morton, Wm. Sanderson engineer; Charlemagne Tower, jr., Captain Ole Olson, M. Mayher engineer; schooner Wadena, Captain W. T. Sutherland. Mr. George Averill is chief engineer of the line.

Following are the appointments of the Johnson line: George B. Presley, Captain Johnson; H. F. Johnson, Captain Charles Miner; H. A. Tuttle, Captain W. Morris; Business; Captain Arthur Wilson. This list includes the tonnage handled by Messrs. Palmer & Benham as follows: Steamer Brittanic, Captain Ira B. Mansfield; Germania, Captain Charles Hutchinson; Queen of the West, Captain James A. Nicholson; W. L. Wetmore, Captain C. H. Wallace; Rube Richards, Captain John McNiff; H. B. Tuttle, Captain J. D. Mullen; V. Swain, Captain George Bessant; schooners, Queen City, Captain William Case; Helvetia, W. E. Hoover; Brunette, Captain B. Chambers; Zach Chandler, Captain John Rafferty; Emma E. Hutchinson, Captain M. Place; May Richards, Captain Frank Brown; H. C. Richards, Captain John Sloan; C. H. Johnson, Captain C. A. Benham.

Meteorological summary for the week ending April 16, 1889:

| | |
|---|---|
| Mean barometer | 30.04 |
| Mean temperature | 46 |
| Mean humidity | 67 |
| Total precipitation | .38 |
| revailing direction of wind | N. E |
| otal wind movement, miles | 1185 |
| verage cloudiness | 4 |
| Average state of weather | Cl'd's |
| ax. temperature, (highest) | 66.1 |
| Min. temperature, (lowest) | 30.9 |

W. H. HARMON, Sergeant Signal Corps.

EAST TAWAS, MICH.

Special to the Marine Record.

Captain Eldridge, with Messrs. Sibley & Bearinger's tug Griffin, is here prepared to render assistance to boats between Bay City and Alpena, which may need pumping out. A large Worthington pump with thirty-six feet of hose has been placed on the tug, and is capable of throwing a six-inch stream.

The supply steamer Worthington has placed a buoy at Ottawa Point.

DETROIT, MICH.

Special to the Marine Record.

The Iron King, Iron Queen, Iron Duke, Iron Cliff, and the Minneapolis were chartered on Tuesday for a single trip, Escanaba to Ohio ports, at 90 cents.

The steamer Philip D. Armour made a trial trip Tuesday afternoon, passing up abreast of the city at 3 p. m. Her machinery worked smoothly and her builders, the Detroit drydock company, have added another success to their excellent reputation as shipbuilders. The Armour was gaily decorated with new bunting, and I feel justified in saying that the stars and stripes never waved over a better piece of workmanship in the shape of floating property.

The propeller Ira H. Owen, aground at the St. Clair canal, is said to be drawing 15 feet 6 inches, though another authority has it only 15 feet 3 inches; however her draft may be, the schooner Smith & Post was engaged here on Tuesday afternoon to lighter off a portion of her grain cargo, and when the Ira Owen floats she is to tow the Smith & Post on to Buffalo with her grain aboard and bring her back to Detroit; terms $25 per day until returned. The tug Crusader towed the Smith & Post to the canal with laborers, scoops, etc. The superintendent of the canal will neither allow the Owen to turn her wheel, nor anything to pull on her, until she is lightered enough to float, for fear of disturbing the bottom of the canal similar to last season. In the meantime a notice is being largely circulated warning all vessel masters not to load to a deeper draft than fifteen feet, otherwise they will not be allowed to pass through the St. Clair canal. The notice is issued from the United States engineer's office by General Poe.

The schooner Seaman, Captain Buchanan, is lying here with stone from the Islands, waiting for the ice jam to break up. She is bound to East Saginaw, and from there to her new home port, Sheboygan, Wis. She will be kept in the lumber trade on Lake Michigan all summer.

Captain W. H. Williams, Detroit, formerly of Oswego, N.Y., is superintending the building of the new steamer number 94 at the Detroit Drydock company's yards, for Eddy Bros., of East Saginaw, Mich. She is nearly all planked and has shipped a wheel manufactured by Samuel F. Hodge & Co., Detroit.

The Eagle iron works are building a marine boiler for C. W. Caskey, Petoskey, Mich., dimensions 7 feet diameter and 12 feet in length. They are also furnishing a gang of saws for stone cutting purposes to the order of Piggans & Co, Detroit, and work is reported brisk on local orders.

At Thomas McGregor's Central boiler works a 32 ton Scotch type boiler has just been completed for the steamer Niagara, and will be placed on board at an early date. The Scotch type boiler recently placed on board the J. W. Westcott has been tested for 140 pounds of steam and found perfectly satisfactory. A large oil tank for storage purposes has just been completed for the Michigan bolt and nut works, and will be delivered to them this week. A large staff of workmen are kept as busy as possible working on former orders.

Steve B. Conklin & Son, foot of First street, are busy making awnings, wagon covers, and filling the usual spring orders on vessels, outfits, etc.

Captain S. B. Grummond has been unwell for some time, and his absence makes a void in marine circles here. He is now staying at Mt. Clemens recuperating. We trust he will soon regain his usual robust health and keep on the high side of the weather during the busy season of navigation.

Beeson's Sailors Hand Book and Guide is in great demand. We learn that the entire edition is likely to be consumed before the close of navigation. The particulars given in this excellent work are thorough and reliable, and we would recommend all vessel men who have not yet procured copies to do so at an early date.

The steamer W. H. Gratwick was fined $50 for not surrendering to the proper officials her expired license.

Captain J. M. Jones will sail the steamer Sam Neff, and Captain David Rummage the Mary Mills.

The propeller Gordon Campbell for Gladstone, and the line boat Susquehanna for Chicago are laying here waiting for the ice to clear out of the rivers. It is reported on good authority that the Susquehanna will only fire two boilers, leaving the other two idle, thus lessening her cost of fuel and decreasing her speed from about 14 knots to 10. This, however, seems rather a questionable method of economizing, if high speed and good dispatch are essential toward the success of freight earners.

The Drydock sheet metal works are very busy in various branches of their extensive industry, and the business outlook for the future is said to be most encouraging. Certain it is that this enterprising firm lack neither orders or workmen to execute them.

At the yards of the Detroit Drydock company the steambarge J. E. Potts of Baraga. Mich., Captain C. H. Francke, is in dock being calked, receiving part new bilge strake, outside planking, new fore, lower and topmast, several new main deck beams, and minor repairs. She is to have a second coat of paint, and with the outlay that has been put on her she will be in excellent condition for a few seasons to come. She looks A1 now, and was out of dock Wednesday. The tug A. W. Colton, belonging to the same owners, has had her engine overhauled at the drydock engine works, has new stern bearing, and new bulwarks. She was inspected Tuesday, everything proving perfectly satisfactory for the season's business. The schooner H. P. Murray is in for thorough overhauling, including new timbers, outside planking, calking, etc. The propeller Germania, of the Diamond line, has completed repairs and is now painted up, looking better than ever.

The new Detroit and Cleveland steam navigation company's steamer City of Detroit had her engine and boilers tested last Tuesday, and underwent a most searching and satisfactory inspection. Her steam windlass and capstans, manufactured by the American ship windlass company, of Providence, R. I, were found to work perfectly; also the steam steering gear placed on board by Williamson Bros., Philadelphia, Pa., and the electric light plant furnished by Messrs. Parrish Bros. & Peck, with their elaborate bronzed fittings, etc., were all found in perfect order. The joiner work and the upholstery will be completed in about two weeks; in the meantime the details of the several departments will be attended to, and it is expected that she will be ready for her trial trip May 1.

The East end boiler works are constructing an upright boiler for the steambarge W. R. Stafford, dimensions 6 feet 6 inches by 46 inches; have just completed the boiler for the propeller Iron, State and are repairing boilers at the Pullman palace car works; filled an order from H. Walker & Son, Walkerville, Ontario, for two boilers measuring 6 feet diameter 7 feet in length, overhauling and repairing the eight boilers at the Detroit water works, doing minor repairs on the Allegheny and the A. Weston, of the Tonawanda barge line, and commenced repairs on the boilers of the ferry steamer Ariel, besides several minor local jobs.

J. C. Goss, sailmaker, is shipping two large tents, one to Vermont, New Hampshire, and the other to Buffalo, N. Y., and has several other orders for awnings on hand. He has also given an entire outfit to the propeller B. W. Blanchard, including sails, new wire rigging, new wire fore and aft stays and stepped three new spars in her; fitting out the large schooner David Dows with new topmast rigging, etc., and has a number of men at work on outside local orders; also fitting new hatch covers on the propeller W. R. Stafford. Business is reported very brisk and extra help is required to fill orders to date.

Francis Reilly, Detroit, has purchased the small propeller City of New Baltimore from John Lozen and others, of New Baltimore; consideration $7,000. She is classed A2½ and was built in Marine City by J. J. Hill in 1875.

Gilbert Hathaway, New Baltimore, has purchased the scow schooner Sippican for $4,500. The Sippican is 150 tons, built in 1868 by Rose at New Baltimore.

A. J. Fox, Sandusky, Ohio, has bought three-tenths of the steamer Alaska; consideration $7,000.

The special surveyor at this port has been kept so busy during the past few weeks that the survey has not been completed for the new steamers Thomas W. Palmer or the Manchester, both of which are large composite vessels built at Wyandotte this spring. We learn, however, that the surveys are likely to be completed by the 20th.

J. W. Westcott has purchased the barge B. M. Baker from A. A. Pinet, East Saginaw, Mich, terms private. The B. M. Baker is 181 tons net, built in Charlotte, by Hardison, in 1861, and has no class.

Ward's new line propeller John M. Nicoll built at Wyandotte, was documented at this port on the 15th.

There were nineteen large boats anchored in Lake St. Clair on Wednesday, and fully as many vessels were waiting for the ice on the rivers to break away, and the number is increasing. Every one interested hopes that Saturday will see a clear passage, and if so the traffic will be pretty lively for a while.

It has been reported that the Detroit and Cleveland steam navigation company's steamer City of Alpena damaged her wheels somewhat seriously in breaking through the ice jam; the damage was trifling, however, and she is now all ready for another start on Saturday. The manager of the line says it would be useless starting out again until the ice loosens and drifts out of the river.

The new propeller George W. Roby of Detroit, just built in West Bay City, and owned by G. W. Raby of Detroit and Lewis Waldo of Ludington, is 281 feet length keel, 41 4-10 beam, 20 feet depth of hold, of 1,843.23 gross, 1,470.30 net tons, and cost $125,000.

The Iron State, Iron Age, and consorts, with corn for Kingston, left Saturday. The J. N. Moran and Annie Smith, corn-laden, will get away between now and Monday. These make the shipments of corn from this port this week twelve cargoes, aggregating 486,434 bushels.

The propeller Gault, which has been aground in Trenton channel a week, was released Saturday afternoon.

The water remains at a very low stage. The Parnell is drawing 15 feet 6 inches forward, and 15 feet 4 inches aft. She struck in min-channel at Grosse Point, and it took the Saginaw and Balize an hour to assist her over. Upward bound boats are generally laying over here until the prospects for getting up the river are favorable.

The steamer Parnell was Saturday released by the Saginaw and Balize from her stranded position below St. Clair canal, and arrived down this evening. The ice continues running into the St. Clair river, and the situation has assumed a decidedly serious aspect. There is a complete jam extending from the flats nearly to Marine City. Nothing can get through until a change takes place. The City of Alpena, from St. Ignace, is in the ice, abreast of Algonac. The prospects for her getting down are very uncertain.

The Detroit Seamen's assembly has made wages $1 40 on schooners and $1.25 on barges.

The Ira H. Owen has been lightered from her berth in the St. Clair canal and is anchored in Lake St. Clair with a bent rudder post, which is being repaired here.

SWAIN.

RACINE, WIS.

There has been several arrivals and clearances here this week. Word was received last Monday afternoon that the schooner Nellie Hammond, which waterlogged and was abandoned by the crew off this port, had been found twenty-five miles out of Whitehall, Mich., and had been towed to that place. Her main mast was gone, and she was otherwise used up.

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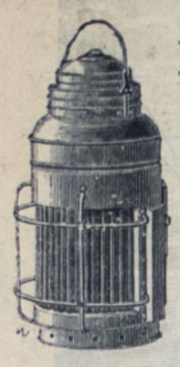

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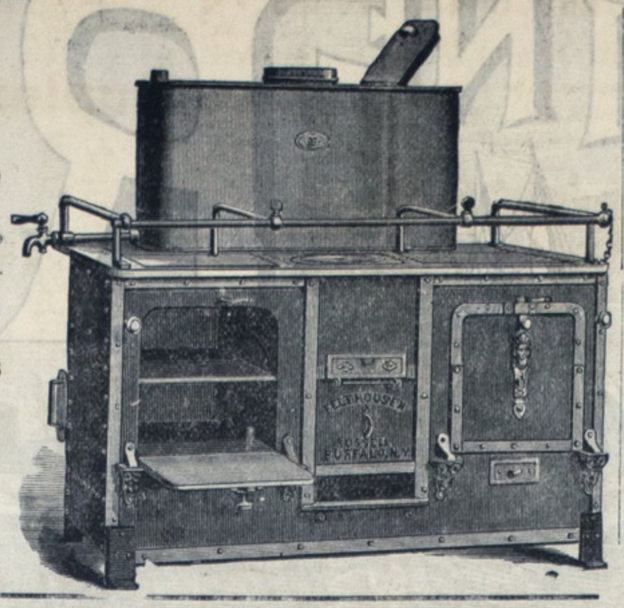

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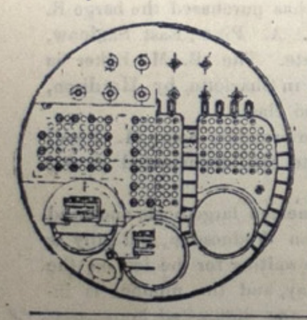

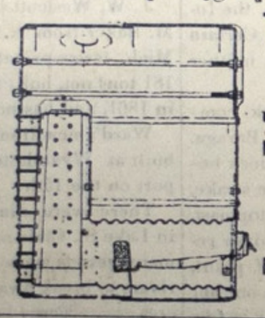

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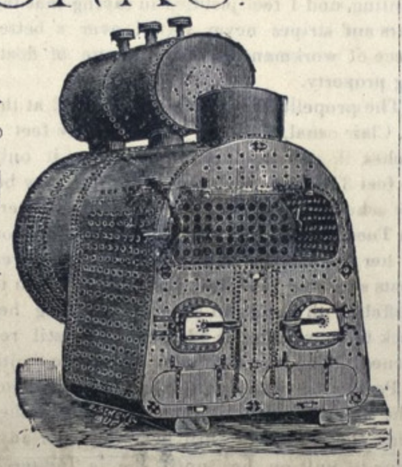

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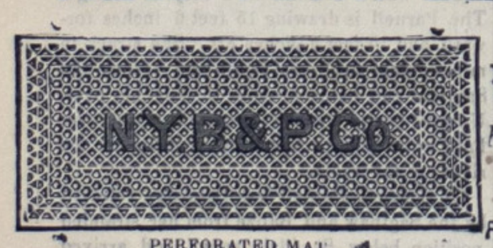



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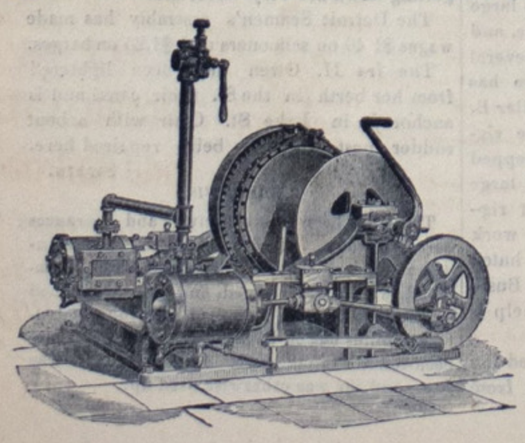

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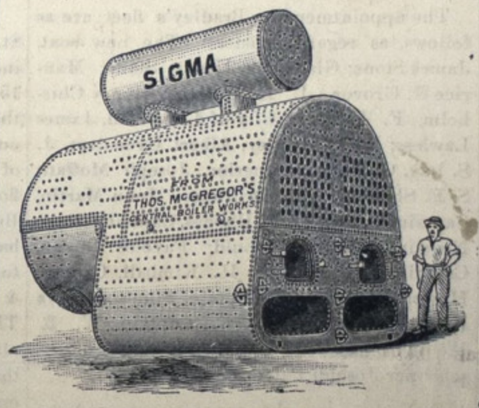



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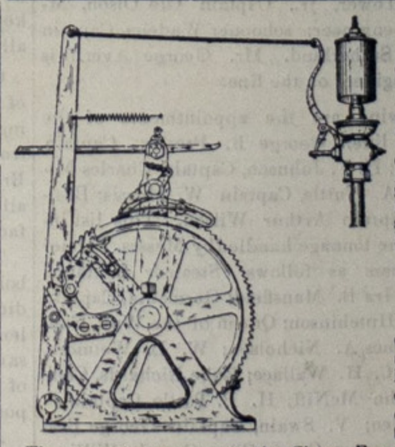

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This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND' HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. RANNEY, SMITH MOORE CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J, H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO. WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

*To the President and Board of Supervising Inspectors of Steam Vessels:*

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H. S. LUBBOCK, GEO. H. STARBUCK, W. D. ROBINSON, } Committee.

The manufacturers are the Chase Fog Whistle Machine Co.

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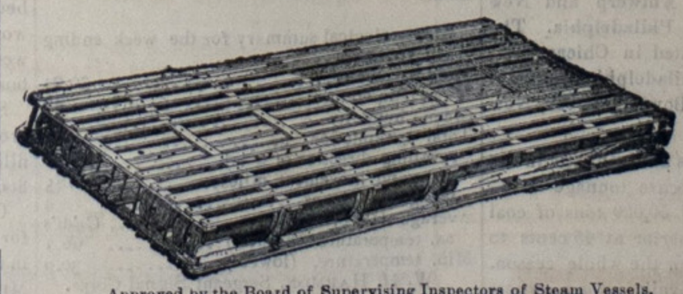
## Clark's Patent Metallic Life Raft.



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| 5 | 3 5 x 6 | 35 |
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| 10 | 5 x 8 | 60 |
| 15 | 6 x 10 | 75 |
| 20 | 6 3 x 13 | 90 |
| 30 | 7 x 15 | 125 |
| 40 | 8 x 20 | 160 |

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## CLEVELAND'S HARBOR OF REFUGE.

As the people and daily papers are again becoming excited over the opening of the "Old River Bed" into the Harbor of Refuge, I will venture to reiterate a few of my former ideas upon that subject. The changes in the plans of the construction of a harbor of refuge at this point have rendered the opening of the old river bed less objectionable than formerly, and with an opening into the harbor of refuge, through the shore arm of the present breakwater, quite desirable.

But whatever else may happen in the change of currents, very little of the sand and mud brought down by the river will escape from its bed or the bed of the harbor of refuge into the lake beyond, and this, sooner or later, will have to be dredged out. With a little forethought on the part of the powers that be, this deposit may be made to pay all it costs to remove it. The general government may justly be asked to construct the opening through the west arm of the breakwater, and this would require the construction of outside piers to the extent of 100 feet or more, to prevent cross currents in entering. This is all the general government can properly be asked to do.

Now, let us inquire how the cost of opening out the old river bed shall be paid From the railroad right of way which is, or was, at least, the shore line of the lake, to the line of twelve or fourteen feet water in the harbor of refuge is something like twelve hundred feet. Through this, and both sides of a channel, say 200 feet wide, piers or wharves will have to be built and maintained. There may be some difference of opinion as to who owns this space. The weight of opinion is that the city owns it, subject to the right and obligation of congress to maintain the navigation of the lake unimpaired. By an enabling act of the legislature and the permission of congress the city may construct these piers, and if the city owns the adjoining space it may lease them with the space for a rental that would more than pay the interest of their cost and their maintenance. Or if the space belongs to adjoining land owners, the city may tax them for the cost of the piers. From the old river bed to the shore line of the lake the city may establish the dock lines as they do those of the river and old river bed and assess the costs of excavation upon the adjoining property, at least as much of it as they do upon the cost of river. The railroad, as an adjoining owner, would have to construct the channel through their 100 feet of the distance. The space between the shore line and the line of fourteen-foot water in the harbor of refuge is of little or no value in its present condition, but filled up and occupied with ore and coal docks and manufacturing and commercial establishments, would be of far greater value than the cost of the whole improvement. This, Mr. Editor, is a brief re-statement of a paper read before the Society of Civil Engineers of Cleveland several years ago, entitled: "Our Lake Front and its Possibilities." It is a subject that will never grow old until accomplished. When it is accomplished it will place Cleveland in the very front rank of manufacturing centers. This reclaimed land will amount to not less than one hundred acres. At the meeting place of ore and coal, of navigation and rail communication, and the same system may be carried east and west to an almost unlimited extent. The dredgings from the harbor may be dropped in this reclaimable space and be worth more than all it may cost to remove it and keep it from being dropped in the lake to form bars to the great damage of navigation.
J. H. Sargent in Iron Trade Review.


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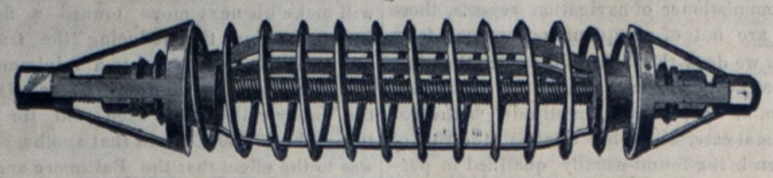

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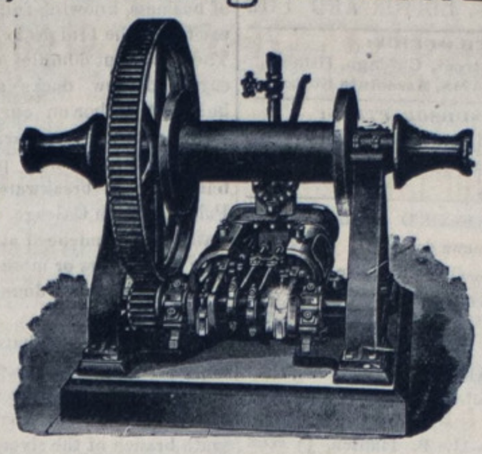

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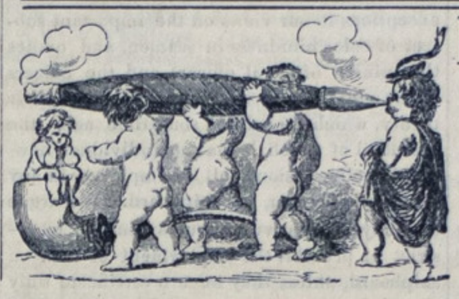

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| No. 72, New York Express | * 8 30 a m |
| No. 72, Fast Pittsburg Express | * 8 30 a m |
| No. 64, Pittsburg Express | * 3 00 p m |
| No. 66, Accommodation | * 4 20 p m |
| No. 68, New York Express | †10 50 p m |
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| No. 70, Pittsburg Local Express | †11 50 a m |
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| | |
|---|---|
| No. 65, Fast New York Express | *12 50 p m |
| No. 61, Pittsburg Express | † 7 35 p m |
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| No. 65, Pittsburg Express | †12 50 p m |
| No. 6 , New York Express | * 6 50 p m |
| No. 6 , Pittsburg Express | * 6 50 p m |
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UNITED STATES ENGINEER'S OFFICE, DETROIT, Mich., April 11, 1889.—The board of engineers appointed to consider the practicability and necessity for bridging Detroit river at Detroit, Mich., will meet at this office at 10 a. m. May 1, 1889. All persons interested are invited to be present and to express their views upon the subject. Written communications are especially desirable. O. M. POE, Colonel of Engineers, Bvt. Brig. Gen. U. S. A.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, O., APRIL 18.


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MARINE RECORD—OFFICIAL PAPER.

The Cleveland Vessel Owners' association is prepared to receive applications for admission for 1889, on same terms as last year, viz.: 3 cents per ton on steamers, and 4 cents on sail and consort; old custom house register. The time during which tonnage may be admitted expires May 15th, but it is desirable that all crafts intending to come in should apply before the opening of navigation, and have the benefits of the entire season. Address,

B. L. PENNINGTON, Sec'y.
112 Water St., Cleveland, Ohio.

### *PUBLISHER'S NOTICE OF REMOVAL*

Owing to the increased business and the fact that we have been obliged to put in new workmen and material, we have removed the offices of the MARINE RECORD from Superior street to 181 Detroit street near Pearl, where we have sufficient room to make an enlargement of the paper in the near future. All of our friends and callers will find the latch ding on the outside. We thank all of our patrons who have been instrumental in assisting us to build up the MARINE RECORD and solicit the favor of new ones.

### *CHICAGO'S MARINE COMMERCE.*

De Witt C. Cregier, Chicago's new mayor, in his opening address to the city council Monday evening spoke as follows: "Everything in our power should be done to foster and encourage our marine commerce. Its importance to our city can not be overestimated. Our facilities now are too limited to meet the demand; the river is crowded and the water is shallow. The difficulties of handling vessels in the river and the delay in passing the bridges are calculated to interfere with this great interest. A grand harbor on our lake shore would not only meet the present and growing wants of Chicago in this regard, but would be the means of ultimately doing away with swing bridges in the heart of the great metropolis containing a million people."

We are very glad that mayor Cregier feels the importance to our city of its vast marine commerce and we hope that he and the city council will do all they possibly can to encourage and increase it. Until a grand harbor on our lake shore, mayor Creiger speaks of, shall become an established fact, it would be well for the city authorities to keep the river properly dredged and for passengers over the bridges to take into consideration our citys vast marine commerce and start a few minutes sooner from their homes or place of business, knowing full well that it is necessary for the bridges to be opened frequently. There is about 60 miles of dockage in Chicago and new docks are being constantly built. A harbor on our lake shore, to accommodate the vast marine commerce at this port would in the first place necessitate the building of a breakwater, say from Grosse Point to South Chicago, and if such breakwater was commenced at once it would probably be 25 years or more before our marine commerce could be done in the harbor on the lake shore

As it is necessary that something should be done at once to facilitate matters. Would it not be desirable to cut a canal from the foot of 39th street to the stock yards slip in the south branch of the river, thereby preventing the crowding in the river and increasing the opening of the bridges, as a very large portion of the lumber carrying fleet could go in and out that way. Such canal would also help to purify the water in the south branch of the river.

### *COLOR BLINDNESS.*

The New York *Maritime Register* takes exceptions to our views on the important subject of color blindness in seamen, and quotes the opinion of naval officers and the officers of the merchant marine, in support of their theory, which we printed some time ago, the sum total of which is that no individual having defective vision shall be employed in any capacity whatever, on shipboard. We argue that any legislative measures tending to restrict or prohibit the employment of men on shipboard, unless they have a certificate duly signed by competent authority, stating that they have been examined and found to have perfect sight, would not only prove abortive, but be a crippling feature in the workof securing crews for the merchant service in nine ports out of ten.

We quote a recent paragraph clipped from the columns of our contemporary, which may speak volumes to the practical mind; "Sailors at this port (New York) are becoming scarce though fair wages rule and the quality of men offering are very poor, crews having to be made of any material at hand. Wages range from $16 to $20."

We will ask our readers to imagine a large merchant vessel loaded, cleared, and ready for sea, held in port at great expense to her owners, while the captain and his petty officers, were vainly endeavoring to find men of perfect optical qualifications who were willing to sell a month of their time, including a partial night and day service, and to be under orders and discipline continually, for the paltry sum of $16 to $20. The *Maritime Register* is certainly straining at a gnat in advocating legislative measures to retard the growth of our merchant marine, for the law would become equally onerous on fresh water as on the ocean. Instead of restrictive measures being authorised, legislative enactments favoring the entire class of mariners would be more in order at the present time, and clean, commodious quarters, with a half civilized code of rations, and an understanding that the seaman was entitled to his discharge from the ship, at the expiration of the passage, would do more to elevate the standard of rope haulers, than any half wilted system, such as our contemporary suggests. There was quite enough trouble, delay, and expense to our shipping through the recent attempts to annul the system of advance notes, and no better results could possibly eventuate when legislating on a subject which grossly interfered with the liberty of the citizens of this country, and the same may be said of the British innovation which proved a signal failure, and has entirely collapsed.

On theoretical grounds alone we freely admit the advisability of a seaman who ships as an A. B., having perfect sight, and at the same time undergoing a practical examination to prove his qualification of seamanship, for no matter how good his eyesight may be, if lubberly he would probably be keeping his optics warm at the instant that they ought to be peeled, and straining. But, the time is yet far distant before Jack can or will be certificated; nor does the merchant owner require it any more than it does a critical examination in distinguishing colors; while, notwithstanding the repeated arguments of our contemporary, we feel quite within the bounds of prudence tn reiterating our belief that sailors, as a class, are the most healthy men in the world, and the arduous duties of their calling bears us out in the assertion, and we farther assert that a person having five years experience at sea, would pick up, or sight an object quicker than a pair of optics unaccustomed to the lengthy range of vision so familiar to the eyes of the mariner. We may therefore conscientiously dismiss the subject as being too far advanced, and discouraging to the best interests of the maritime community, showing well that our merchant service, not strong enough to withstand the shock of legislative restrictions tending to harrass, and annoy the capital embarked in legitimate enterprises afloat.

Shipmasters as a rule, exercise the greatest possible care in their selection of a crew, on whose efficiency so much of their own success may depend, and when a sailor is found incompetent to perform his duty, the master is empowered by law not only to disrate him, but also to reduce his pay, or move him to a less responsible position, and judging from the commissioner of navigation reports, these cases are not of frequent occurence, from which we draw the logical inference that incompetency, whether caused by defective vision, or by practical inaptitude, is the exceptional case, which but establish the rule of seamen being found usually qualified to perform the duties of their calling; and as we pointed out in a former article, there is no industry in the world where a person's incompetency may be so clearly exposed, as it can be on board of a sailing vessel during an ocean voyage, while on steamers the opportunity of shipping and discharging men are so frequent that even the slightest show of temper, or contrariness is sufficient to procure for Jack his walking papers at the first port, no matter how competent he may be in the performance of his duties.

### *AMERICAN BROTHERHOOD OF STEAMBOAT PILOTS.*

DETROIT, April 17.

*To the Editor of the Marine Record.*

I have received the enclosed letter and wish to give every possible information to the fraternity represented. Will you have the kindness to call the attention of your readers to this subject, and furnish names of at least some of the gentlemen who you believe would take an interest in forming a harbor of the American Brotherhood of steamboat pilots. By a later mail I will send you copy of the by-laws, so that you may more thoroughly understand the object and aim desired to be reached by the connection. Yours respectfully. [Signed] JAMES H. REID.
Chief Engineer, steamer City of Cleveland.

CAMDEN, N. J., April 12.

James H. Reid, Esq, Dear Sir:—Mr. J. Brooks, secretary No. 13 M. E. B. A. of Philadelphia, Pa., has given me your name, and said that you would give me the names of some prominent steamboat captains in your city, and also other cities where you might be acquainted, whereby I could correspond with them, with a view of interesting them in matters relating to the organizing of harbor's of the A. B. of S. B. P. If you will furnish me with some names, I shall feel indebted to you, and will endeavor to appreciate any trouble you may be put to, to oblige me in this matter, as I am very much interested in the progress of our brotherhood in your district on the lakes, and also, on the western rivers. I have already, since the 1st of March last, receivsd some very encouraging letters from Buffalo, N. Y., LaCrosse, Wis., St. Louis, Mo., Mobile, Ala., Savannah, Ga., and Washington, D. C. As soon as our new by-laws, and proceedings of our last grand harbor meeting is published, (being now in the hands of the printer,) I shall send them copies, and will also be pleased to transmit you a copy of each, for your perusal. Mr. Brooks informs me that you are taking a deep interest in our Brotherhood, which pleases me very much, and I would be pleased to hear from you, and have you send the names of the captains to me at your earliest convenience. Fraternally yours, BENJ. F. PERKINS,
G. C. C. A. B. of S. B. P.

We believe that any communication addressed to the masters named below would meet with due recognition, and possibly a warm interest may be exercised tending towards the formation of these excellent harbors. Mutual improvement, and the discussion of technical, and practical subjects such as the location of shoal places on the chain of lakes, intricacies of navigation, and currents, surface temperature of the different lakes extending over the period of navigation, best landmarks especially near to ports, and kindred subjects, which might be brought before the notice of the members from time to time, would no doubt be a profitable mode of spending a few hours during the close of navigation. We must however be excused from omitting perhaps, the names of pilots who would be pleased to extend the courtesies of membership, and from our lengthy list we would suggest the names of Captains David Dall, George McDonald, Daniel Buie, J. H. Dunham, and Arnold Green, all of Chicago, Ills. Captain Alexander McDougall, Captain B. B. Inman, Duluth, Minn.; Captains Innes and Huntoon, of the Michigan Central ferry service, Captain McLachlan, steamer City of Detroit, Captain Jones steamer Atlantic, Captain Swain, steamer Leviathian, Captain Williams, 29 Myrtle street, Captain Humphreys, care of Parker & Millen, Captain J. H. Merrick, Captain Harry Bassett, care of Ira H. Owen, Captain Albert Stewart and Captain Alex. Ruelle, all of Detroit, Mich. Captain Chas. Gale, Sombra, Ont., Captians Fred Houghton, Racine, Wis., Captain William Mack, James Lowe, Richard Neville, J. Doville, C. E. Benham, Captain Murch, Wm. Cummings, McNiff, Cleveland, Ohio. Captain Ira Mansfield, Captain Charles Swartwood, Captain Thomas Wilford, of Lorain, Ohio. Captain Herson, manager of the Goodrich transportation line, Captain Jamieson, Starke, Brothers, John Saveland, of Milwaukee, Wis.

THE pasttwo weeks have developed several sensations in ore transportation circles. First came the announcement of the purchase, by Carnegie and associates, of the Valley railway, securing a through line from Cleveland to Pittsburg, to transport his iron ore more cheaply to Pittsburg. If this is true he will make his next move toward a fleet of fast ore-carriers, thus reducing the transportation of his raw material to a minimum. At any rate, it may be set down as certain that the Valley railroad has been sold for something like $7,000,000, and that another report was to the effect that the Baltimore and Ohio had decided to concentrate its lake traffic at Erie from Sandusky and other points, and that an important increase in docking facilities would immediately follow. Also comes the news that the Pennsylvania is to expend $200,000 at once in bettering its ore-handling appliances at Erie. This company had already announced its intention of expending a large sum of money in improving its Cleveland docks, and it has recently added very materially to its facilities at Ashtabula.

IT would be well for people interested in vessel property to remember that no one but a bona fide, or managing owner of a vessel can sign the bonds when taking out a license for the vessel. Frequent trouble often arises through a mis-apprehension of this important matter, and the attention of our readers is called to the fact that not even a power of attorney given to a dtsinterested person, or non-owner, will suffice when it is required, to sign bonds for an enrollment or license. This spring several vessel owners were away from home, when a re-issue of license war necessary, and on account of the neglect, undesirable complications are or were liable to occur.

UNITED STATES Consul Hotchkiss, at Ottawa, has sent to the Department of State copies of a notice issued by the Canadian government containing the special rate of toll on the Welland and St. Lawrence canals on cereals. The notice fixes the special rate of toll at two cents per ton for the passing of cereals through the canals when shipped for Montreal, or ports east. It also provides for the exemption from further tolls for passage through the St. Lawrence system if the ordinary full tolls for passage through the Welland canal have been paid.

### GEORGE G. HADLEY.

The large steamer George G. Hadley recently launched from Capt. James Davidson's ship building yards at West Bay City, Mich., started out on her maiden trip last Thursday, April 11, arriving in Escanaba on Saturday April 13. The remarkable tonnage and the dimensions of this fresh water leviathan shows clearly that large tonnage will rule the freight market at no distant date. Already several mammoth propellers are churning the ordinary peaceful waters of the great lakes, and still there are more to follow and we may instance the freight carriers building at Morley's yard in Marine City for Captain James Corrigan and Huntington of this city and the large composite, freight boats building at Wyandotte, and the Philip D. Armour recently launched from the yards of the Detroit dry dock company at Springwells. The George G. Hadley is 315 feet in length, has a laid 'tween decks, eight hatchways, and will carry 100,000 bushels of grain with a crew of seventeen men, D. H. Mallery master. She acted splendidly on her maiden trip, and as she experienced a moderate gale during the passage every opportunity was afforded for a complete test of her machinery and modern appliances, though flying light her decks had not the slightest chance of being christened. Her draft was only 3½ feet forward and 10 feet aft. A distinguished party of gentlemen accompanied the vessel on her first trip, among whom were her owners and builder. Her net tonnage is 1658, and she is valued by Inland Lloyd's at $150.000, with an A1* rating.

### FORE AND AFT.

The Lachine Canal will be opened April 22.

The main line of the Welland Canal will be opened April 16.

The steamer Bessemer will tow the schooner Schuylkill in the ore trade this season from Escanaba.

The dock at Grand Portage was carried away by ice during the winter.

Weather signals will be resumed on the great lakes between the 10th and 15th inst.

A telegram from Owen Sound says that the propeller Hale arrived there from Chicago.

The steamer St. Lawrence, the first down boat from Chicago, arrived at Sheboygan on Tuesday. She met with no ice on the way down.

Captain Andrews will sail the schooner D. G. Fort this season. She will run in the coal and grain trade from lower lake ports to Chicago.

The shipments from Alpena the past week were: Lumber, 916,000 feet; shingles, 100,000; cedar posts, 11,000, and 79,000 pounds of paper pulp.

The new steamship Tokio, launched at Milwaukee last Saturday, is 226 feet long, with estimated carrying capacity of 70,000 bushels. Captain Gibb is master.

The steamer Hecla and her tow, the Mills and Sherman, will sail this season in the Vermont Central Line to Ogdensburg.

The first arrival at Portsmouth was the Kartoum, which reached there this morning with 700 bushels of barley from Simcoe Island.

There have been no grain charters from Duluth as yet. Opening rates are expected to be about 3½ cents for wheat, but shippers are making no offers.

Captain Murney Ackerman, having sold out his interest in the Nellie Hunter to Mr. G. C. Curry, Captain Wyatt Wellbanks will command her the present season.

The Sault Canal locks are nearly ready for the opening of navigation. The machinery is all in ship shape order, and most of the ice has been removed.

The marine insurance companies have agreed to allow boats sailing Saturday a reduction of 5 per cent, and vessels sailing April 27 will get a reduction of 10 per cent for April not used.

Lumber vessels will commence loading at Bay City about the 20th. A number of charters have been made at $1.75 to Buffalo and $1.50 to Ohio ports, with one shilling added from Saginaw.

Captain Cal Hicks left Picton on Tuesday morning for Toronto. He will command the steamer Greyhound, which runs between the above city and Grimsby Park, the coming season.

Miller Brothers, Chicago, are building for the Gospel missionary, Captain Bundy, a steam yacht of the composite order, for service on this lake, to be ready in June. She will be eighty feet long. They are also building a tug for the Illinois stone company.

Notice is given that on or about April 22 the structure from which the pierhead light at Genesee light-station, Charlotte, Lake Ontario, is shown, will be moved out to within 20 feet of the end of the pier.

The steamer C. W. Elphicke, which John Craig & Son are building at Trenton, Mich., for Captain Elphicke of Chicago, has been sold on the stocks to a Cleveland syndicate for $125,000. She will retain her name.

A joint stock company has been formed by Toronto, Hamilton, and Montreal capitalists and the propellers Cuba, Alma Munro, and Acadia have been acquired by them to ply between Montreal, Kingston, and Chicago.

A series of accidents has prevented completion of the big drydock to be operated by the Vessel Owners' company at Cleveland, but it is probable that the dock will be ready to receive a vessel by Saturday next.

Captain McDougall's syndicate has decided to build a third cigar-shaped barge at Duluth. The second will be called the 102, and the third 103. Each is to have 3,000 tons capacity. A slip is being dredged, alongside of which the third boat is to be put together.

Maj. Quinn, United States engineer in charge of Lake Superior harbors, has awarded the contract for the construction of 3,861 lineal feet of breakwater at Ashland harbor to Hugh Steele of Duluth for $44,198, his bid being $11.45 a lineal foot. The appropriation is $72,000.

Notice is given by the lighthouse boarp that on or about April 22, 1889, the structure from which the pier head light at Genesse light station, Charlotte, Lake Ontario, N. Y., is shown will be moved out to within twenty feet of the end of the pier.

The big steamer Walter Frost is now being overhauled in Ogdensburg preparatory to going on her route, and during the operation fifty barrels of salt were used in making brine to apply to the inside of her hull. This is done to preserve the wood. She will go up next Saturday with a full crew of sixteen men.

The depth of water across Grosse Point Flats, Lake St. Clair, at present is about one foot less than at the opening of navigation last year. Where there were sixteen feet full there are now scant fifteen feet. This low state of water may be temporary, but should be taken into account by vessels loading at the present time.

The final arrangements for a daily, all the year round line of steamers between Muskegon and Milwaukee have just been completed. Moor and Brittain are the men who have it in charge. The line will probably be made up of the steamers Douglass and McVey. One of these boats will be put on the route at once and the other later. The boats will run in connection with the Grand Rapids & Indiana railroad, a contract having been made with the company for one year with the option of ten years.

Andrew Hackett has finished placing the buoys between Fighting Island and Lake Erie. At Bar Point he finds the water a foot lower than last season. If heavy draft boats will follow the three black spar buoys, giving a berth of about 100 feet, they will find plenty of water. Mr. Hackett has reported the shoal which caused so much trouble last summer to the Dominion government, but has not yet received any instructions. This shoal is about three-fourths of a mile south of Bois Blanc Island light, in mid channel. Last season the Cleveland Vessel Owners' Association put a red and black buoy on the spot, but there is nothing to mark the spot yet this season.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICAL PAPER.

## AROUND THE LAKES.

[CONTINUED FROM PAGE 1.]

CHICAGO, ILL.

Special to the Marine Record.

Captain James S. Dunham, the well known tug owner of this port, was elected alderman of the 24th ward last week. This is a move in the right direction, as the vessel interests in our port will now have a doughty champion, to fight in their behalf.

The Dunham towing and wrecking company have appointed the same captains to their tugs and vessels as were on them last season.

The vessel owners towing company have made the following appointments to their tugs: Tug J. V. Taylor, Captain Frank Butler; Thomas Hood, Captain Frank Jacobs; A. G. Van Scheack, Captain George Jewell; E. P. Ferry, Captain George McDonald; Calumet, Captain Con Mahoney; Protection, Captain James Inman; M. Shields, Captain George McElevly; Rebel, James Barry; Union, P. Gorman; Satisfaction, R. Brewer, Black Ball, P. Hart.

At the Chicago dry dock company's the steambarge L. M. Worthington was in dock for calking and repairs to stearn bearing; the steambarge G. W. Carter for some holding down bolts and calking; the barge D. R. Martin for general repairs and calking.

The Goodrich company's fine line of steamers, Chicago, Sheboygan, Muskegon, Menominee, and DePere are all running on their different routes. They have all been fitted out with every care for the accommodation and convenience of passengers, and look elegant in their new dress coats of paint. The company's steamer Corona, will commence running this week, and the steamer City of Ludington, which has been doing winter service, is having a thorough overhauling. The company's new steamer is nearly completed and will be launched from Burger & Burger's ship yard at Manitowoc in a few days. She is an elegant steamer, and will be named the City of Racine, and will be placed on the route between Chicago, Racine and Milwaukee, and put in service about May 15th, leaving Chicago daily, Sundays excepted, at 9 a. m., arriving at Milwaukee about 2-30 p. m.

The Lake Michigan and Lake Superior transportation company's steamers Peerless, City of Duluth, City of Traverse, Joseph L. Hurd, Jay Gould and City of Fremont, are being fitted out in their usual elegant style, and will be ready to start for Duluth and other points about April 20th. They will have a different appearance than heretofore, their color being changed from green and white to black and white. The company's steamer Bessemer, laid up at Cleveland, will tow the schooner Schuylkill the coming season.

The steamer J. W. Westcott left Chicago for Traverse City Monday evening with passengers and merchandise, her first trip this season, Captain Otto Olson in command, William Armstrong chief mate, Albert Green chief engineer.

The tug L. B. Johnson has had an entire rebuild and received an engine 20 by 22 from David Bell, Buffalo.

The steambarge Saugatuck arrived Sunday from Pentwater, with lumber, her first trip this season. Captain G. A. Walen formerly of the schooner Iver Lawson, is commanding her.

The steambarge Alice M. Gill, Captain George Robertson, arrived on her first trip this season from Gill's Pier with hemlock, on Tuesday. Her captain states that very little ice was encountered, most of which was along shore.

Graham and Morton's steamer Lora arrived from Saint Joseph and Benton Harbor on her first trip Tuesday morning, Captain McIntosh command, B. Moreland chief engineer.

The Western transit company's fine steamships Commodore, Harlem, Albany, Boston and Chicago are fitted out and have received new coats of paint, and look splendid. They are loaded and ready to start for Buffalo this week.

The steamship Albany, loaded, coming down the south branch Tuesday, got on the bottom over the Washington street tunnel. She was pulled back and will either have to lighter a portion of her cargo or wait for the water to rise in the river.

The schooner M. E. Cook started on her first trip Tuesday evening for Ludington for lumber. She looks first class in her new coat of green and white paint.

The schooner Thomas Hume, Captain C. E. Baker, arrived from Manistee with lumber Saturday, her first round trip this season.

The steambarge C. H. Starke made her first appearance here last Wednesday, with lumber from Manistee. Captain James Wood is in command, Wm. Moffatt, chief engineer.

Captain R. T. Roger's steamer Pilgrim, of Saugatuck, arrived last week. She has during the winter received an entire new full length upper cabin, which gives her state room accommodation for about 120 passengers. She will run between Chicago and Saugatuck, tri-weekly. Captain R. T. Rogers will command her, L. Greenhalgh, chief engineer, Frank Rogers, clerk.

The cry of low water is already begun. The schooner John Shaw comes down 5,000 bushels short in order to get out of Chicago.

Jack McCarthy is bidding for the position of harbor master of Chicago on the promise to do away with the telephone system of dispatching vessels.

Corporation counsel Green of Chicago has decided that the harbor-master has a right to stop a vessel that is loaded so deep that she is pretty sure to stick fast on the bottom before she is out of the river.

The Northwestern National Insurance Co., of Milwaukee is said to be making trouble by cutting cargo rates. It is expected that the Chicago board will go to pieces and each company will take up the fight on its own hook. The cut made by the Northwestern on Friday was from 50 cents to 35.

"At least one of the lake and rail through lines," says Saturday's Chicago Tribune, "bebame rebellious yesterday against the Interstate Commerce Law requiring them to give formal notice of a reduction in rates. This line cut its published tariff rate a half-cent on corn to Philadelphia. The penalties for this sort of thing are severe, and fall upon the offending agent. It may have been determined to make a test case at the outset."

The ruling grain freights at this port are 2¼ cents on corn to Buffalo, 2 cents to Georgian bay ports.

The splendid steel steamship Owego, arrived from Buffalo, Saturday morning on her first trip this season. She is the first arrival from Buffalo this season.

The schooner Mercury, Captain Louis Sterling, arrived on her first trip this season, with lumber from Ludington. During the winter she received new frames and ceiling aft, new stern, new cabin and forecastle on deck, costing about $2,500.

The schooner Isabella Sands, Captain Augusta Johnson, arrived Friday noon on her first trip with lumber from Manistee. She has received new main and mizen masts.

The schooners Commerce, Captain Ed. Mullin, and Windsor, Captain D. Williams, arrived from Manistique Sunday morning, having made their first round trip in seven days and a few hours.

The schooner C. H. Hackley, Captain John Botcher, arrived Monday morning with lumber from Manistique. She left Manitowoc, where she received a thorough rebuild at Burger & Burger's ship yard, the previous Wednesday night, making a very quick run. She looks and is as good as new, and we wish her good luck.

The propeller Wisconsin will run between Chicago and Midland this season. It looks as though the Grand Trunk was making a heavy bid for through business.

Cleared with grain; Siberia, Wissahikton, Lehigh, Nelson, Buffalo. Cleared, Saturday night, with grain; W. J. Averill, Ogdensburg; Albany, Harlem, G. W. Morley, A-Folsom, Mecosta, W. H. Gratwick, Buffalo; Rhoda Emily, Kingston; schooners Fontana Mitchell, Thomas L. Parker, Ashland, Buffalo; Vickery, Midland, Higgie, City of Sheboygan, Point Edward.

There was no change in freights Monday. The rate on wheat and corn was 2½ and 2¼ cents respectively. Engagements were as follows: To Buffalo; Nahant, Fred Mercur, corn; schooner Porter, wheat; schooner Thos. Quayle, oats; to Collingwood, schooner James Mowatt, Belle Brown, oats.

The Conestoga and Conemaugh, the first Anchor liners to leave port, put out for Erie Saturday via Milwaukee.

D. B. Linsted of the Central Vermont line made a formal tariff declaration Saturday afternoon. Eleven cents is the figure.

Captain Elphicke has made these appointments: Steamer Josephine, Capt. Comstock; schooner T. L. Parker, Capt. Pitcher; C. P. Minch, Capt. Foster; Philo Scoville, Capt. Jeffrey.

The steamer Kalamazoo, Captain D. Cummings, arrived for the first time this season last week, from Saugatuck. She has received a full length upper cabin, during the winter, with twenty-six state rooms, offices, etc., and will have good accommodations for 100 passengers. Charles Smith is chief engineer.

WILLIAMS.

SAULT STE. MARIE.

Navigation to Lake Superior is now open. The Osceola and Sicken arrived from below this evening.

BUFFALO, N. Y.

The Courier says the appearance of the tugs Alert, Hector, and Rooth from Port Colbourne gives character to the opening, for there is scarcely a Sunday in the marine season when some of the tugs from the bay are not taking advantage of the Canadian day of rest and breaking the rules on the wicked American side of the line by coming over for a load of fuel. But this little ruse is not supposed to count against them as good subjects of the Queen.

The ice is still quite troublesome, though it extends but a short distance beyond the dummy light. On the south shore it is said to reach as far as Dunkirk. With a good southwest wind the harbor could easily be closed again.

First a rival was the propeller Hecla, at 11:30 a.m. Saturday with wheat from Chicago. The departures were the propeller Charles Hebard and consort Anabel Wilson, light, for Pequaming after lumber, and the propeller Hiawatha, light, for Chicago. They all had to be taken through the ice with tugs. The Hiawatha gave the tug Johnson a rap in her stern while towing through the ice. The ice is often too solid for the tugs, and before they can dodge a big cake the tow is upon them.

There were no line departures Monday, but the Hudson, Buffalo, and Milwaukee, of the Western line, and the Clarion and Lycoming were to leave after midnight.

The harbor lighthouses were illuminated on Friday night for the first time this season.

The propeller Chemung, which left here at 6:30 p. m. on Saturday, passed the Lime-Kilns in 19 hours out.

Mr. S. Mergenhagen, the new night clearance clerk, was on duty yesterday. He is an experienced custom house man, but has not been connected with the marine department before.

Notice is given by the lighthouse board that on or about April 22, 1889, the structure from which the pierhead light at Genesee light station, Charlotte, Lake Ontario, N. Y., is shown, will be moved out to within 20 feet of the end of the pier.

At the meeting of the Seamen's union these. Hecla was the first boat to pass down through the Straits of Mackinac. I wish to correct the statement by saying that the steamer Charles Hebard was the first boat through of the Chicago grain fleet, having forced her way through the south passage, with her consort in tow, on the 9th of April. She was the first boat to pass Detroit from Chicago and the first of any to arrive at Buffalo.

PORT HURON, MICH.

Special to the Marine Record.

The Chas. Parnell was the first steamer the Emma C. Hutchinson, the first schooner to pass this port from Chicago this season.

A Phœnix of this city, has purchased the schooner Emma of the opium smuggling fame.

The ice blockade at the flats delayed a large number of boats, among which was the Tioga Portage Helena, Veronica Minneapolis. Owen and consorts, Progress. Simon Langell and consorts Peter Smith, Ida Torrent, Fields with tug Niagara and a large number of others.

The schooner John Kilderhouse was the first to arrive with grain from Chicago to this port.

This is the 19th season for Lynn the Marine Reporter to be on the docks and he has made a success out of the marine business. He will have two small boats on the river this season to deliver letters and telegrams to passing steamers day or night. Any orders sent in his care will be promptly delivered.

The Osceola will tow the barges Corning, Bliss, Cohoon this season. There was large quantities of ice coming into the river this week.

The Minneapolis arrived with grain at Sanborn's this week from Detroit.

The schooner Hercules is at the Wolverine dry dock receiving stanchions, covering board, ceiling, and other repairs.

The schooner F. J. Dunford is receiving new decks at the same yard.

The repairs on the propeller Colorado are about completed, Captain Geo. McCollough will command her this season.

The Westford has received her new boiler, and she is ready for sea.

Captain Wm. Lynn will command the tug Mollie Spencer, and Captain Tim Carbine of Cleveland will command the tug Geo. R. Hand of Lynn's line this season.

There are large quantities of ice on the east shore of Lake Huron and it is coming into the river very fast.

Captain Tebo and Mr. Benitage have commenced work on their 300 feet coal dock just below this city.

The tug Castle received her new boiler built by Love and Scofield Tuesday.

Robeson, the ship chandler and sail maker, is busy just now. He will build a three story brick sail loft on Butler street this summer.

The Beatty boats are all ready for sea.

D. N. Runnells has purchased a large dredge from Detroit people.

The tug Mollie Spencer is receiving new rail and other repairs at Dunford and Alverson's dry dock.

The Tioga towing the disabled steamer Avon arrived here Sunday. The Avon engine will be repaired at Fitzgerald's dry dock works.

The Flora arrived down Sunday, and unloaded her cargo of freight and returned to Cheboygan on account of the ice blockade at the flats.

The old barge Orton, which was sunk in Sarnia bay all winter, has been pumped out and will be placed in the dock for repairs.

The Bliss and Cahoon are at Dunford and Alverson dock receiving repairs. They will be in first class shape when ready for sea.

The tug Fields, with the tug Niagara, arrived here Tuesday on her way to Detroit where the Niagara will receive a new boiler built by Thomas McGregor.

The Rhoda Stewart is in the Wolverine dry dock receiving calking and other repairs. The Abercorn is in the same dock.

When coming into the river Saturday afternoon, the W. J. Averill, towing the Pensaukee, was crowded aground by the ice near the water works. She was released by Linn's tugs. The George L. Caldwell broke her crank Saturday morning and will have repairs made there. The ice is still coming into the river in very large quantities, and is heavier than any that has passed for two weeks.

Marine City ice blockade continues without apparent change, fifteen large boats are waiting for the jam to break.

L.

WEST BAY CITY.

*Special to the Marine Record.*

The Schooner Tokio was successfully launched from James Davidson's ship yards last Thursday afternoon.

The Tokio is 240 feet long, 38 feet beam, and 19 depth of hold in the shoalest place and on top of the floor keelsons. The Tokio is a double decker, but no between decks are laid. She simply has the between deck beams, and this makes her a self trimmer, either loading iron ore, coal, or grain, because of her depth, and her eight splendid cargo hatches.

The Tokio is well proportioned and very strongly constructed. She has steel arches inside and outside, and is pronounced by experts to be the finest modeled boat afloat.

She has four large spars, and her running gear presents a lovely sight.

She is supplied with a steam deck hoister, for handling heavy sails, and also for hoisting the cargo. She has a fine set of pumps, both hand and steam, a large pony will supply steam for same. And she also has an American Ship Windlass Co.'s bedplate steam windlass for handling her heavy anchors and chains.

The Tokio was built and is owned by James Davidson and will enter (as soon as navigation opens) upon a season's contract with the Chapin Mining Co. Her name was suggested by Mr. H. P. Lillibridge, of Cleveland, Ohio., agent of the Chapin Mining Co., and who was formerly manager for several years of a steamship line at Tokio Japan. Mr. Lillibridge presented the Tokio with almost elegant set of colors.

The American flag contains 42 stars in the field. This is for the additional states that will come into the Union, and was the first flag so made in Cleveland. The steamer Rust will be in Bay City about the 10th and take the Tokio as her consort.

TRIDENT.

DULUTH MINN.

The tug Record is receiving a fresh coat of paint and is being otherwise overhauled.

The Ossifrage left for Port Arthur on Monday. Whether she will be able to get through the ice is not certain.

The Barker was crowded last trip from stem to stern with a party consisting of Clan Stewart and numerous friends, who went over to West Superior to organize Clan Cameron.

T. H. Millar, of the United States lighthouse service, is in the city, and has asked for bids for the construction of the tower for the new range light, to be placed at the inner end of the canal pier. The tower will be 60 feet high and will display a fixed white light, which will be visible sixteen miles. The new light has been much needed by navigators, and will be highly appreciated by them. The work of construction will occupy about two months.

Contractor Rhodes has begun planking on the great northern dock. The work is being pushed vigorously.

Captain C. S. Furey will sail on the Wards line this season in charge of the James Fisk, Jr. He is already making things hum in the work of outfitting his vessel. The captain looks for a general opening about April 15. He thinks the talk about time-keepers in Lake St. Clair ship canal will only apply to heavily loaded boats, "bottom scrapers," as he calls them. He says: "I always check in the canal to about ten or twelve minutes, and that is slow enough. Heavy-draft boats can go a little slower.

CHEBOYGAN, MICH.

A large fleet of steambarges and consorts are passing through; but one vessel under sail passed down. Considerable ice has been blown in here, but it is soft.

The Longshoremen's union have adopted a rate of 40 cents an hour on a freight rate of $1.50 on lumber. When freights are $1.75 they will demand 45 cents. These rates will be maintained throughout the season.

EARLIEST MOVEMENTS.

Port Huron, April 14.—The following boats are here waiting for the ice blockade at St. Clair Flats to break: Owen and consorts, Tioga, Avon, Dean Richmond, Portage, Ida, Torrent, Emma C. Hutchinson, Helena, Progress. The river is still running full of ice and is blocked from above Marine City to the Flats.

Arrived: Schooner John Kelderhouse. Departed: Warmington, Dahlia.

Escanaba, April 14.—Arrived: George Hadley, Havana, Sparta, Massachusetts, Helena, Sumatra.

Owen Sound, April 14.—The steambarge Hall and consort are three miles off this port working their way in through the ice.

Port Dalhousie, April 14.—Arrived from the new canal: Albatross, Hamilton to Cleveland, light.

Port Colborne, April 14.—Arrived: Iron Age and consort, Iron Chief and consort, Hurlbut. Cleared: Algonquin, Toledo, light.

Port Arthur, April 14.—The steamer Garalaxe arrived yesterday from Duluth, the first arrival this season. She was unable to reach shore on account of heavy ice.

South Chicago, Ill., April 13.—Arrived: Owego. Cleared: Massachusetts and Merrimac, light.

Manitowoc, Wis., April 13.—Arrived steamer Sheboygan, Chicago; schooners Naiad, General Hancock, Isolda Bock. Departed: Steamers Chicago, Lotus, H. L. Worthington, Grace Williams; schooners Lady Ellen, Wm. Finch.

Minorville, Wis., April 13.—Arrived: Stmr. Welcome, propeller Depere. Sailed: Schooners S. A. Wood, Lumberman, propeller Philetus Sawyer. The steambarge Pewaukee goes to Manitowoc tonight, where she will be drydocked for repairs to her stern bearing. She will also receive a new wheel.

Frankfort, Mich., April 13.—Arrived: Schooner Jennie Weaver, tug Wallace. Sailed: Surprise, Truman Moss, for Chicago. The tug E. D. Holton left for Manistee for repairs to her boiler.

Grand Haven, Mich., April 13.—Arrived: Steamer Menominee. Cleared: Steambarge Mary H. Boyce and consort, Mary A. McGregor, light.

Oswego, N. Y., April 13.—Arrived: Steamer Van Allan, schoooners M. J. Cummings, Folger. Cleared: Van Allan, Kingston, light; Fort, Toledo, coal; John Magee, Chicago, coal.

Kingston, April 13.—The schooner Bullock is loading barley at Napanee for Chicago. The steamer Hero left for Bay ports today. The steamer Maude will make her first trip to Cape Vincent Monday. Loading: Schooner Dudley, ties, Charlotte. Arrived: Eliza White, coal, Charlotte, the first of the season; Dudley, Cobourg, light.

Escanaba, Mich., April 13—Arrived: Propeller Tom Davidson. Departed: Progress, Langell, Tom Davidson, Middlesex, Allegheny.

Duluth, April 13.—Departed: Ella G. Stone.

Two Harbors, April 13.—Arrived: Ossifrage, schooner Chris Grover, from Marquette with dynamite and gun cotton.

Cleveland, Ohio, April 13.—There were no arrivals and no vessels cleared for upper lake ports. Charters reported were the Columbia and Comrade and schooner Delaware, ore, Escanaba to Ohio ports, 90 cents; Zach Chandler, coal, Sandusky to Sault Ste. Marie, 55 cents; barge Hoag, coal to Point Edward, 40 cents; schooner Republic, coal to Port Huron, 40 cents.

Toledo, Ohio, April 13.—Arrived: Propeller Kershaw, Ashtabula, light; schooner Mary Lyon, Port Colbourne, light. Cleared: Propeller Kershaw, corn, Ogdensburg. The propeller Monohansett and consort Massasoit, now here, were chartered for corn to Buffalo at 2 cents.

Detroit, Mich., April 13.—Up, Rochester, 12:50 a. m.; Pahlow cleared 2:20 p. m.; Specular, 12:30; Cambria, 2:10; C. F. Curtis arrived, 4; Aurora, arrived, 5; Atlantic, 10. Down: Hecla cleared, 5 a. m.; Iron Age and consort, Iron Chief and consort, 6 p. m.; Charles Parnell arrived, 5:20; Balize, 9:50.

Mackinaw City, Mich., April 13.—Down: Portage, 2 a. m.; Helena, 12:10 p. m.; Progress, 2:40; Oakleaf, 5:30. Up: George Hadley, 6:50 a. m.; Havana, Helena, 4:20 p. m.; Sparta, Sumatra, 5:10.

Port Colbourne, Ontario, April 13.—Cleared: Africa and consorts, Cleveland, light.

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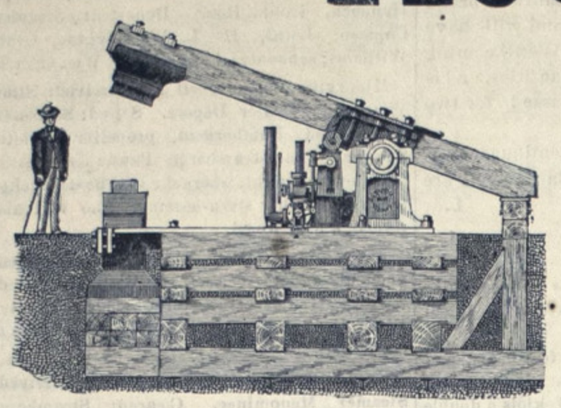

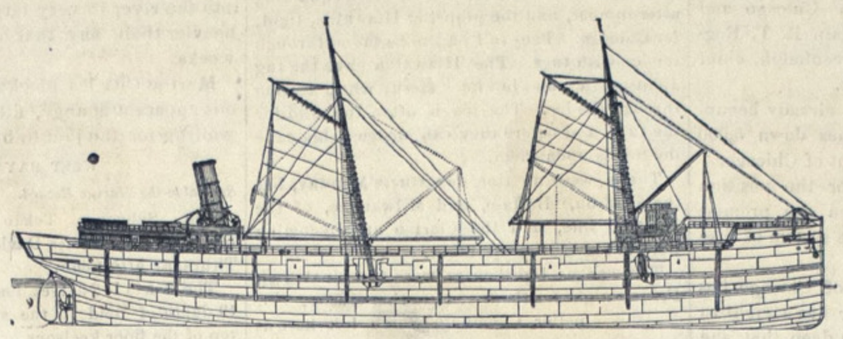

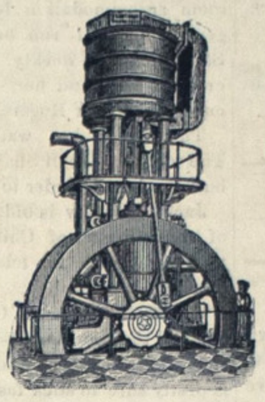

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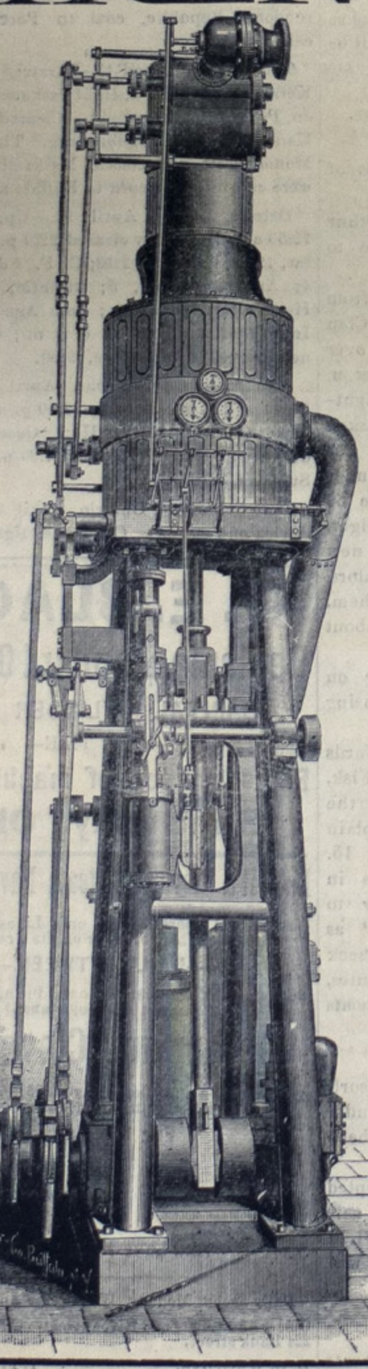

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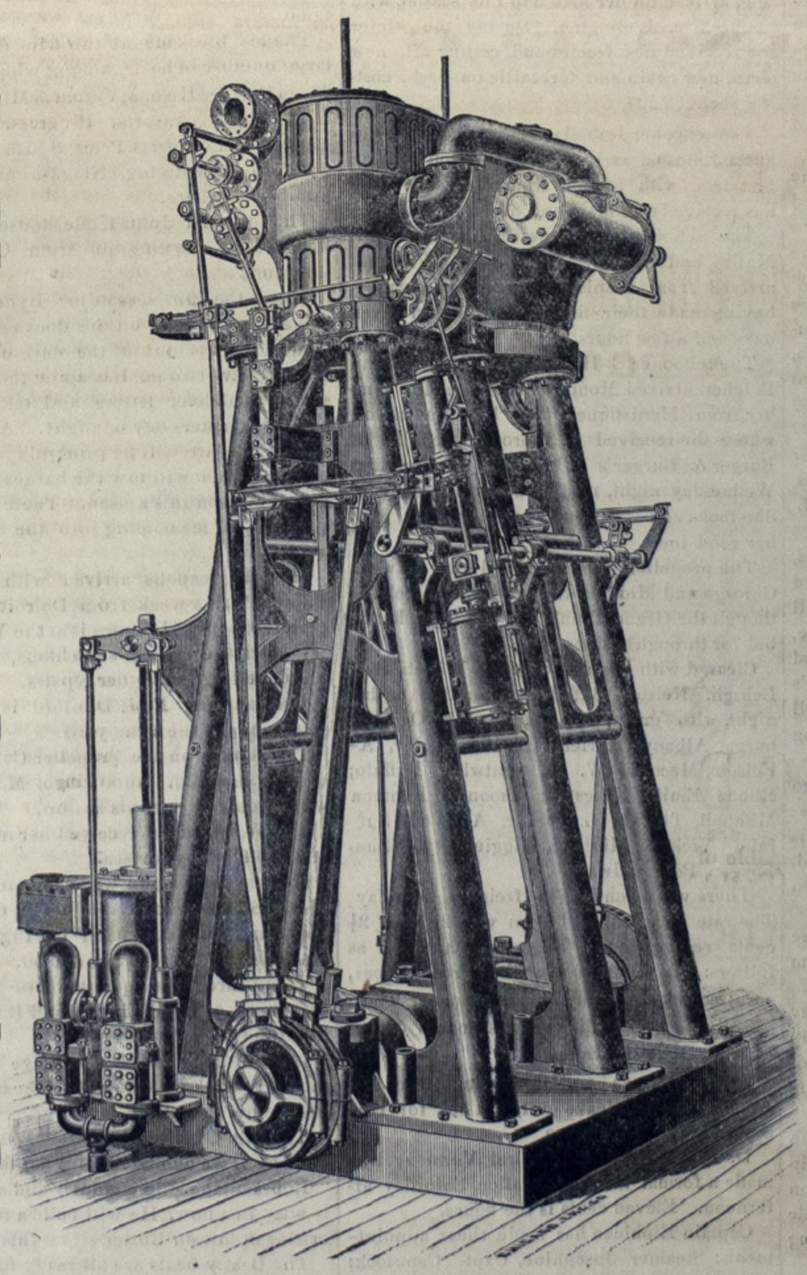

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PROPOSALS for repairs of West Pier at Dunkirk Harbor, New York.—United States Engineer office, Buffalo, N. Y., April 4, 1889. Sealed proposals in triplicate will be received at this office until 12 M., eastern standard time May 4, 1889, for the repairs required by the West Pier at Dunkirk Harbor, N. Y. Attention is invited to the acts of Congress approved February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, statutes at large. All necessary information may be had of Mr. Walter Scott, Dunkirk, N. Y., or of the undersigned.

F. A. MAHAN, Captain of Engineers.

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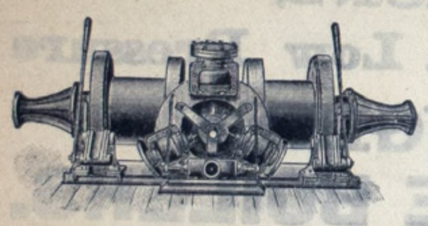

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quently a greater satisfaction to the buyer. These hooks have been thoroughly tested with entire satisfaction, and may be seen in practical use on steamers Samuel Mather, Progress, Lackawanna, schooners Golden Age, Wadena, Fayette Brown, Thomas Quayle, Warner, Annabel Wilson, Ahira Cobb, Kent, Alva Bradley, Ogarita, Hattie Wells, S. A. Irish, Sumatra, Montgomery, John O'Neil, and the masters of these vessels will testify to the speed with which it can be handled. Sold by ship chandlers. Address

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## MARITIME LAW.

STATUTE OF LIMITATIONS—DISCRETION OF ADMIRALTY COURT TO EXTEND COMMOM LAW PERIOD—WHEN EXERCISED.

*U. S. District Court, Southern District of New York.*

An admiralty court may grant relief after the expiration of the period of limitation fixed by statute in common law suits of a similar nature But it is not warranted in so extending the statutory period, except for some cause of practical inability to sue, or for some peculiarity of a maritime nature that demands recognition in a maritime court, and make it plainly a matter of justice, that this discretion should be applied.

BROWN, J.

The above libellants were the owners of a cargo of brick on board the canal boat Idle Hope, which was sunk on the 23d of November, 1881, while in tow of the Amboy, by a collision with the Transier No. 2, in going up the East River to the westward of Blackwell's Island. Upon a previous action against the defendant's boats, brought by the owner of the Idle Hope, both tugs were found in fault and a decree entered against both in December, 1884, which upon appeal was affirmed in the Circuit on July 14, 1886, The Amboy, 22 Fed. Rep. 555. The libel in the present case was filed July 6th, 1888. The claimants plead the statute of limitations; and under the recent decision in the case of Southard vs. Brady, I feel bound to sustain the plea. There has been no time since the collision during six and a half years when an action could not have been brought by the libellants, or their representatives or assigns, to recover their damages. It appears, however, that the claim was early placed in the hands of competent counsel, who advised waiting until the previous case was decided, in the expectation that if the tugs were held liable, payment would be made without further legal expenses. The previous case was fully tried on the merits; the testimony printed in full in the Apostles on appeal; and both tugs being held liable, the libellants in the present case offer the former record as an adjudication determining the liability of both tugs and available in the present suit. By the reception of this record the respondents would obtain all the benefit of the former hearing, and of all the witnesses, some of whom have since died or disappeared. There is no question, therefore, in this case about the loss of evidence, which is doubtless one of the grounds of the statute of limitations, and the wish to avoid unnecessary litigation was so far meritorious.

As the statute is not strictly applicable to suits in admiralty, there is no doubt of the discretionary right of the court to give relief in a proper case after the expiration of the statutory period of limitation upon common law suits of a similar nature. But the general course of the admiralty is to shorten not to lengthen, the statutory period, as respects the enforcement of liens. This is done in the interest of subsequent purchasers, mortgagees or lienors, who are prejudiced by prior secret encumbrances. The general rule therefore, is that as respects such subsequent bona fide encumbrances, liens must be prosecuted with reasonable promptness or they will be lost. But when no subsequent bona fide liens have arisen, there is no good reason why a suitor should not be permitted to proceed in rem in courts of admiralty, so long as he may sue in personam, or maintain a suit at law for the same debt. The Lilhe Mills, 1 Spr. 307; The Bristol, 11 Fed. Rep. 162; Martino Cilento, 22 do, 859. But the policy of statutes of limitation as statutes of repose must be respected in courts of admiralty as much as in courts of common law. In the careful brief furnished by the libellant, no case is cited where any suit has been sustained after the lapse of the statutory period. In Willard v. Dorr (3 Mason, 91) though the services were rendered 12 years previous, the cause of action did not accrue, in consequence of the capture of the ship, until within the statutory period.

In my judgment the court is not warranted is extending the statutory period in the exercise of its discretionary powers in admiralty suits, except for some cause of practical disability to sue, or for some peculiarities of a maritime nature that demand recognition in a maritime court, and make it plainly a matter of justice that this discretion should be applied. In the present case nothing of the kind exists, nor did the defendants in any degree induce the delay, or encourage the expectation of settlement. The libellants delay was wholly voluntary; and much as the loss of an apparently just demand may be regretted, I feel constrained to hold the claim barred.

Judgment for defendants without costs.

## A FINANCIAL DIFFICULTY OF A GREAT COUNTRY.

The board of bereau chiefs of the navy department to which was referred for report the proposals received for the construction of the armored coast defense vessel is in daily session. A financial difficulty has arisen which threatens to render fruitless all of the elaborate work of design or competition which has occupied the bureaus of the department for months past. It springs from the apparent requirement of the act of congress making the appropriation of $2,000,000 that it shall be the total cost of "naval structures." Some months ago bids were invited and proposals received for building a submarine torpedo boat the cost of which was to be met from this appropriation of $2,000,000. Up to the present date no award of contract has yet been made. The lowest suitable offer to build this craft placed the cost at about $150,000. If the award should be made at this figure, there will not be sufficient money remaining, according to the closest calculations of the board, to build the armored coast defense vessel. On the other hand if the submarine boat is abandoned, and the contract awarded to the bidders for the larger vessel, the question would arise whether such action would not violate the apparent intention of congress to provide for more than one naval structure. It has been suggested as a means of escape from the dilemma that by close figuring enough money might be saved over and above the cost of the coast defense vessel to build a small torpedo boat, and that the submarine boat might be abandoned. It is probable that the board will not attempt to solve this problem, but will simply report the facts to Secretary Tracy, who will refer it for solution to the Judge advocate general for the department.

## COMPASS DEVIATION.

The following communication from the hydrographic office is full of interest to mariners.

"It has long been an established fact that the deviation of the compass needle (the variation from the magnetic north caused by the materials in the hull of the vessel) is liable to sudden and decided changes, due to violent motions and heavy shocks in a seaway, but until recently no example has come under the observation of this office."

"Captain Kinnman," commanding the Swedish steamship Victoria, has recently made a very interesting statement concerning such a change in the compasses of his vessel. During the gale of the 11th to 14th Feb., 1889, the vesse was more than usually violent in her motions, and suffered several very severe shocks from the tremendous sea, which was running at the time. After the gale the discovery was made that the deviation of the compass had undergone a complete and very decided change, amounting in some cases to 13°, or more than one point of the compass; as, in setting courses, an accurate knowledge of the deviation is an absolute necessity, in order to ensure the vessel being properly guided, it may readily be imagined to what danger a vessel may be exposed should such a change as that recorded above fail to be discovered. The subject is one of great interest to sea-faring people, especially to those who serve in iron or steel vessels, and it is hoped, should others have any such experience as the above, that they will not fail to report all the facts as promptly and as fully as possible to this office.

## A RACER OF THE SEAS.

Has the reader ever stood in the engine room of an ocean steamer when she was plunging through an Atlantic gale at the rate of seventeen or more knots an hour? Even if he has done so, and been awed by the experience, it is not likely that he has been able to fully realize the immensity of the power exerted. He needs some standard of comparison, and for that purpose we may offer him the ancient galley, and repeat a passage from the address made by Sir Frederick Bramwell at the meeting of the British Association last September: "Compare a galley, a vessel propelled by oars, with the modern Atlantic liner. Take her length as some 600 feet, and assume that place be found for as many as 400 oars on each side, each oar worked by three men, or 2,400 men; and allow that six men under these conditions could develop work equal to one horse-power; we would have 400 horse-power. Double the number of men, and we would have 800 horse-power, with 4,800 men at work, and at least the same number in reserve, if the journey is to be carried on continuously. Contrast the puny result thus obtained with the 19,500 horse-power given forth by a large prime-mover of the present day, such a power requiring on the above mode of calculation 117,000 men at work and 117,000 men in reserve; and these to be carried in a vessel less than 600 feet in length. Even if it was possible to carry this number of men in such a vessel, by no conceivable means could their power be utilized so as to impart to it a speed of twenty knots an hour.—Scribner's Monthly.

## CREW SPACE, TONNAGE MEASUREMENT.

The allowance from the register tonnage in respect of crew space was the subject of an act, known as the Merchant shipping ac , of 1867 (30 and 31 Vict., cap. 124.) This act is of a twofold character, making certain regulations as to the proper construction and arrangement of the places appropriated to the crew, which are binding upon all British ships; and providing that if certain additional conditions are complied with, a deduction shall be made from the tonnage in respect of the crew space. The compulsory regulations may be thus summarized: For the use of every seaman or apprentice there must be 72 cubic feet of space and 12 square feet of deck or floor area. Every place appropriated must be fit and proper for use, must be lighted and ventilated, protected from weather and sea, shut off from effluvia, and kept free from goods and stores not being the property of the crew. If the latter regulation is not complied with, the master is held liable to pay one shilling a day to each seaman lodged in the place for every day that the stores or goods remain in the place after complaint, such complaint having been made by not less than two of the crew. All these regulations apply to all British ships, whether their owners have or have not applied for and obtained the deduction from register tonnage in respect of crew space.—London Nautical Magazine.

## SIGNAL OFFICE, WAR DEPARTMENT.

The Chief Signal Officer finds that an erroneous opinion prevails with a large number of persons to the effect that the publications of the signal service can only be obtained through the personal intervention of intermediate parties.

It is the aim and desire of the chief signal officer to distribute the publications at his disposal to such persons, corporations, and institutions as are entitled to them on account of their scientific pursuits, original investigations, for educational purposes, or proposed application to agricultural, commercial, manfacturing, and other business transactions.

The intervention or recommendation of a second party is unnecessary, except so far as to guarantee the standing and good faith of otherwise unknown parties. A simple application for what is wanted, with a brief statement as to the necessity for the same, addressed to the Chief Signal Officer, Washington, D. C., will receive prompt attention.

If the publications cannot be furnished the applicant will be so informed.

A. W. GREELY, Chief Signal Officer.

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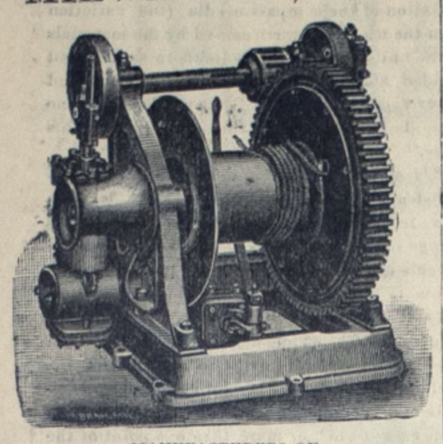

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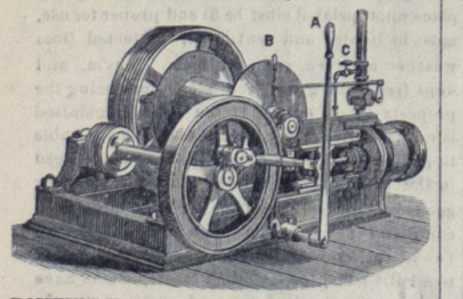


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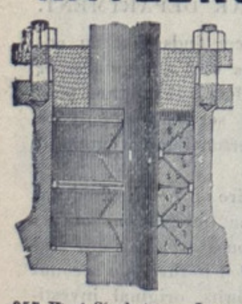

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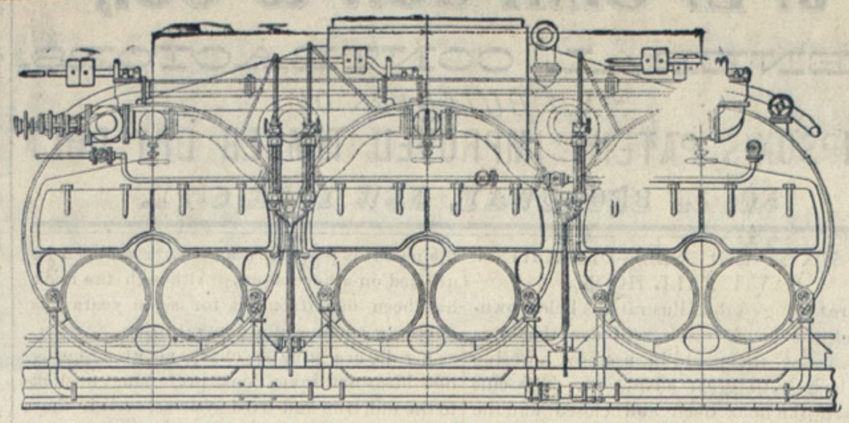

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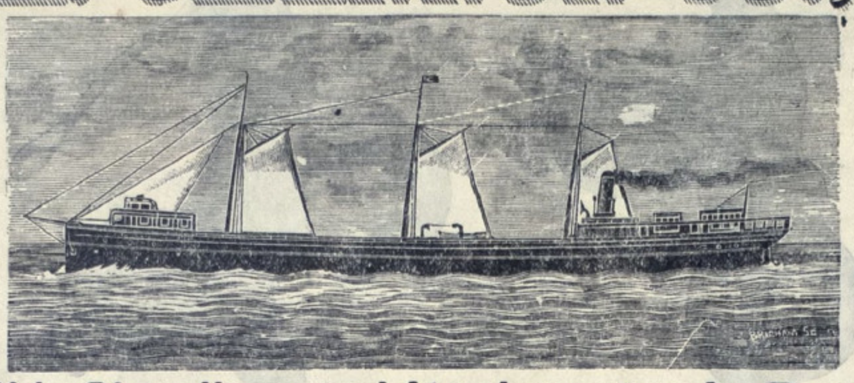

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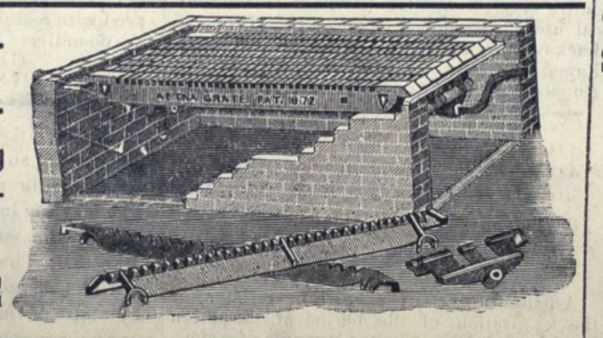


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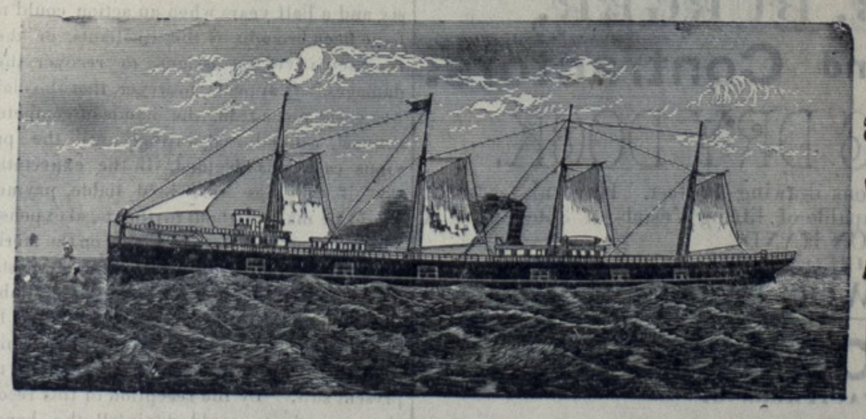

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